



## HIGHWAY EXTENSION

Revised Plan Proposed by the District Commissioners.

AMENDATORY OF ACT OF MARCH 2, '93

Suggestions by Special Committee of Board of Trade.

## ESTIMATE OF THE COST

When it became apparent that the highway extension act of March 2, 1893, was impracticable, that it could not be enforced, although declared constitutional and valid by the United States Supreme Court, the District Commissioners determined to prepare and submit to Congress such an amendatory measure as would repeal the objectionable and impracticable provisions of the act of 1893 and yet provide for such a system for the extension of highways as would meet the approval of the people of the District. In this labor of theirs the Commissioners co-operated with the board of trade, a special committee of seven having been previously appointed by the board to prepare a more conservative plan of street extension, through amendment of the highway act. The measure proposed by the Commissioners, after conference with the special committee, published in The Star the 6th of this month.

The Commissioners and the board of trade committee differ upon a single point. This difference is on section 2 of the Commissioners' bill, which section provides that the Commissioners shall be authorized under certain restrictions, after a map shall have been prepared and filed under the act, to make changes therein from time to time. The committee is of the opinion that it would be unwise at this time to confer upon the Commissioners, even with the proposed restrictions, power to make such changes.

**Provisions of Section 2.**  
Section 2 of the amendatory act, as drawn by the Commissioners, is as follows: "That the Commissioners of the District of Columbia be and they are hereby authorized, whenever in their judgment economic or engineering reasons require it, to prepare amended plans to the permanent system of highways for any part of the District outside of Washington; Provided, That under the authority hereby conferred no changes shall be made in parts of highways which at the time the changes are being considered shall have been dedicated or acquired under the highway act, nor in parts of highways lying wholly within the existing recorded subdivisions. Such plans, after being duly certified by said Commissioners, shall be forwarded to the commission composed of the Secretary of War, the Secretary of the Interior and the chief of engineers, United States army, together with the written opinions of the owners or agents of the land directly affected, and of the citizens' association for the territory within which the changes lie, and having been approved by said commission they shall be recorded in the office of the surveyor of the District of Columbia, and when so recorded they shall take the place of the plans previously adopted for the same territory and shall become a part of the permanent system of highways."

The substance of the amendments to the highway act, which this special committee propose to recommend to the board of trade for its approval, is outlining a bill substantially similar to that proposed by the Commissioners, omitting section 2, is:

1. The map of section 1 as filed to be changed by leaving out certain new highways, or parts thereof, and by restoring certain streets which on that map are abandoned. These proposed changes to be prepared by the Commissioners and included in the bill when passed. It is expected that they will reduce the cost of condemnations in existing subdivisions in section 1 from \$8,000,000 or \$10,000,000 to about \$3,000,000.

2. The collection of all taxes and special

assessments levied on land involved in condemnation proceedings after those proceedings have been begun by the filing of a petition for condemnation, to be suspended until the termination of the proceedings. If the land is not taken, no taxes are then to be paid, but without interest or penalty accruing during the interval. If the land is taken, the taxes are to be canceled altogether if the whole of a lot is taken, and proportionately if but a part of it is condemned.

### Relating to Benefits.

4. A new section relating to the assessment of benefits in proceedings under section 6 of the original act for the condemnation of land in subdivisions existing at the time of the filing of any map. This assessment is to be for actual benefits only, and all parties in interest are entitled to be heard before it is confirmed. It is not to be made for each subdivision separately, but after all the subdivisions included in any such map have been acted upon, and provision for the payment of the awards made, the board of assessors is to assess upon any lot of land included in the map the benefits, if any, which it shall find to have accrued from any such condemnations in subdivisions. These benefits are to be confined to those which arise from the establishment of the highway, and will exclude benefits that may be anticipated from the actual opening of the street or from the condemnation of other parts of the same highway lying between subdivisions. In making this assessment the board of assessors is to be required to give due credit to any parcel of land part of which has been taken for any benefits that may have been deducted from the total assessment on the same land.

5. A new section providing for an assessment in proceedings under section 7 of the original act, to be made by the same jury that determines the damages, and to include one-half of the total award. If for any reason the assessment shall fail, the proceeding shall fall also. Proceedings for this purpose are to be instituted when provision is to be made for the immediate actual opening of the street.

### Portion to Be Repealed.

6. That part of the original act which provides that awards shall be submitted to Congress for its approval to be repealed, and instead thereof provisions to be made for the immediate payment of the awards when confirmed by the court and approved by the President of the United States.

7. One-half of the amount awarded as damages for any tract of land condemned under the act, or any amendment thereof, to be paid by the United States, and the other half by the District.

8. For the purpose of raising money to pay the awards when confirmed by the court and approved by the President, an issue of District of Columbia bonds bearing 3 per cent interest to be authorized in an amount not exceeding four million dollars—such bonds, except as to the rate of interest, to be similar to the existing 3.05 bonds. In connection with their measure, the Commissioners have had prepared a map of section 1, showing the improvements to be made thereunder.

That map is herewith published in The Star. Explanatory of the map and the improvements shown thereon is also published the following list of streets and highways for extension and improvement, and to be paid by the United States, and the other half by the District.

North Capitol street, extend from T street to Prospect Hill cemetery.  
U and W streets, extend between North Capitol street and Le Droit avenue.  
Albany street, extend to North Capitol street and abandon west of Le Droit avenue.  
Rhode Island avenue, extend between Florida avenue and North Capitol street.  
Le Droit avenue, extend from Elm street to Trumbull street.  
Trumbull and College streets, extend through reservoir grounds.  
Elm and Wilson streets, extend to sixth street.  
Sixth street, extend from Spruce street to Pomeroy street.  
New Jersey avenue, extend from 6th street to Grant street.  
Grant street, widen and extend from Florida avenue to 6th street.  
Vermont avenue, extend from Florida avenue to 6th street.  
Sheridan avenue, widen and extend from Florida avenue to Whitney avenue.  
11th street, extend from Florida avenue to New Jersey avenue.  
Columbia and Steuben streets, extend from 18th street to Soldiers' Home.

Sheridan street, extend and widen from 18th street to Soldiers' Home.  
Reservation at Sheridan street, Whitney avenue and Sherman avenue.  
New Hampshire avenue, extend from Rock Creek Church road to Whitney avenue.

Warder avenue, extend to Steuben street and connect with 5th street.

Cannock and Ludlow avenues, extend to 7th street.

Rock Creek Church road, widen and extend to Spring road.

Parkway (Spring road) from New Hampshire avenue to Rock Creek Church road.

Kansas avenue, extend from Spring to 14th street.

Lydecker avenue, widen and extend from Sherman avenue to 14th street.

Whitney avenue, widen from Sherman avenue to 14th street.

Thirteenth street, widen from Whitney avenue to Spring road.

Fourteenth street, extend to Spring road.

Howard avenue, widen and extend from 14th to 18th street.

Park street, widen from 14th street to 17th street.

Kenesaw avenue, widen between 14th street and Zoological Park.

Columbia street, locate from 16th street to 18th street.

School street, widen and extend from Park street to Kenesaw avenue.

Bacon and Binney streets, extend westward, 60 feet in width, to Columbia street.

Euclid place, connect, 75 feet wide, with Erie street.

Columbia road, widen and extend from 14th to 18th street.

Reservation, at 14th street and Columbia street.

Erie street, widen and extend from 18th street to Columbia avenue.

Chapin street, widen to 65 feet.

Superior street, widen and extend from 16th street to 18th street.

Sixteenth street, extend from Morris street to Spring road.

Seventeenth street and Central avenue, widen and extend from Florida avenue to Spring road.

Ontario avenue and Poplar avenue, widen from Columbia road to Quarry road.

Eighteenth street, extend from Quarry road to Kenesaw avenue.

Eighteenth street, widen at Champlain avenue and above Howard avenue.

Adams' Mill road, widen from Columbia road to Zoological Park.

Twentieth street, extend from Cincinnati street to Adams' Mill road.

Kalamazoo avenue, extend at Columbia road and to Prescott place.

Twentieth street, extend at Columbia road and to Prescott place.

Wyoaming avenue, connect at 19th street and Columbia road, at 22d street.

Nineteenth street, extend from Florida avenue to 22d street.

Connecticut avenue, extend from Florida avenue to Rock Creek.

Twenty-second street, extend to S street.

S street, extend from Phelps place to 23d street.

Vernon avenue, extend to Columbia road.

Grant street, extend to Columbia road.

Magnolia avenue, extend to Columbia road.

Land for Condemnation.

At the direction of the Commissioners an approximate estimate amount of about all the land necessary to be condemned and taken in section 1 has been made by the District engineer's office, the land having been valued at their request by an expert in real estate values. Those estimates, as far as made, are as follows:  
Rhode Island avenue from Florida avenue to Le Droit avenue, 81,250 square feet, \$1 per foot, \$81,250.  
Le Droit avenue from Elm to Trumbull, 74,000 square feet, 40c. per foot, \$29,600.  
Sixth street from Spruce to Pomeroy, 16,000 square feet, 60c. per foot, \$9,600.  
New Jersey avenue from 9th to Grant, 80,000 square feet, 90c. per foot, \$72,000.  
New Jersey avenue from Grant to Irving, 117,000 square feet, 90c. per foot, \$105,300.  
New Jersey avenue from Irving to Kenesaw, 180,700 square feet, 75c. per foot, \$135,525.  
Grant street from Florida avenue to 6th street, 68,000 square feet, 75c. per foot, \$51,000.  
Vermont avenue from Florida avenue to 6th street, 90,000 square feet, 90c. per foot, \$81,000.  
Sheridan avenue, south of Grant, 28,500 square feet, 50c. per foot, \$14,250.  
Sheridan avenue from Grant to Whitney, 170,000 square feet, 50c. per foot, \$85,000.  
Eleventh street from Florida avenue to New Jersey avenue, 135,000 square feet, 80c. per foot, \$108,000.  
Columbia street from Sherman avenue to 6th street, 60,000 square feet, 50c. per foot, \$30,000.  
Sheridan street from 13th to 7th, 80,000 square feet, 70c. per foot, \$56,000.  
Howard street from 7th to Soldiers' Home, 75,000 square feet, 50c. per foot, \$37,500.

New Hampshire avenue and reservation from Whitney to Rock Creek Church road, 110,000 square feet, 90c. per foot, \$99,000.  
Parkway, Holmead subdivision, 45,600 square feet, 50c. per foot, \$22,800.  
Parkway, Lewis subdivision, 50,000 square feet, 30c. per foot, \$15,000.

Parkway, Mt. Pleasant, 60,000 square feet, 50c. per foot, \$30,000.

Kansas avenue, Holmead subdivision, 13,800 square feet, 50 cents per foot, \$6,900.

Lydecker avenue from Sherman avenue to Holmead avenue, 45,000 square feet, 75 cents per foot, \$33,750.

Whitney avenue from Sherman avenue to 14th street, 20,000 square feet, 90 cents per foot, \$18,000.

Fourteenth street road from Park street to Spring road, 30,000 square feet, 50 cents per foot, \$15,000.

Howard avenue from 14th to 18th street, 82,000 square feet, 80 cents per foot, \$65,600.

Park street from 14th to 17th street, 100,000 square feet, 85 cents per foot, \$85,000.

Kenesaw avenue from 14th street to 200 Park, 54,000 square feet, 80 cents per foot, \$43,200.

School street from Park street to Kenesaw avenue, 45,000 square feet, 70 cents per foot, \$31,500.

Bacon street, 150 feet wide, 13,500 square feet, \$1 per foot, \$13,500.

Binney street, 150 feet wide, 13,500 square feet, \$1 per foot, \$13,500.

Columbia road from 14th to 18th street, 102,000 square feet, \$1 per foot, \$102,000.

Sixteenth street, Meridian Hill, 175,200 square feet, \$1.20 per foot, \$210,240.

Sixteenth street from 14th to L street, subdivision, 162,000 square feet, 75 cents per foot, \$121,500.

Seventeenth street or Central avenue, Meridian Hill, 101,000 square feet, \$1 per foot, \$101,000.

Seventeenth street, or Central avenue, D and L subdivision, 32,000 square feet, 50 cents per foot, \$16,000.

Seventeenth street, or Central avenue, Mount Pleasant, 56,300 square feet, 50 cents per foot, \$28,150.

Ontario avenue above Columbia road, 70,000 square feet, 50 cents per foot, \$35,000.

Poplar avenue, widened, 10,000 square feet, 50 cents per foot, \$5,000.

Kalamazoo avenue, connected at Columbia road, 6,000 square feet, \$1 per foot, \$6,000.

Wyoming avenue and 19th street, connecting at Columbia road, 33,000 square feet, \$2 per foot, \$66,000.

Prescott place, extended to Kalamazoo avenue, 2,000 square feet, \$1 per foot, \$2,000.

Connecticut avenue, 21,000 square feet, \$2 per foot, \$42,000. Total, \$2,131,165.

Object of Highway Act.

The whole object of the highway act, it is pointed out, is to provide means by which the streets of the city shall be extended outwardly through the suburban districts in such a manner as shall, as nearly as possible, preserve their uniformity with the streets of the city. The act of 1888 endeavored to provide for that—a want, by the way, which has been felt and provided for in all large cities, and in New York the necessity for such an act was felt as early as 1808 and 1827.

The act of 1888 was intended to provide for just such a plan, so that when farm lands should be subdivided for such purposes the streets would be in conformity as far as possible with the streets of the city. But that act was faulty, in that it did not provide for the extension of the streets of the city. The act of 1888, and the effect of the defects of the act of that year, have caused subdivisions to be made, the streets of which are in no way in conformity with each other or with those of the city. The result was the bringing into existence of what have been termed "misfit subdivisions."

Had there been, however, a good plan of street extension these irregular subdivisions would have been impossible, and, as nearly as possible, preserve their uniformity with the streets of the city. The act of 1888, and the effect of the defects of the act of that year, have caused subdivisions to be made, the streets of which are in no way in conformity with each other or with those of the city. The result was the bringing into existence of what have been termed "misfit subdivisions."

The Proposed Amendments.

The amendments proposed by the Commissioners and the board of trade are designed to do away with, first, those provisions of the act of 1888 which experience has shown to be difficult or impossible of enforcement, and which have caused hardship and suffering to owners of land in these so-called "misfit subdivisions"; next, to reduce to a minimum the changes in the

existing streets in those subdivisions necessary to afford highways for the inhabitants of the entire District. Under the act proposed by the Commissioners and the board of trade, the District will have to pay the expense necessary for these changes.

The highways as laid down outside of these subdivisions are to be extended only as the public convenience requires, and with little or no expense to the people of the whole District, since experience has shown that owners of land are glad to donate for a street as soon as the public convenience requires one to be opened.

Such is the measure which the Commissioners and the board of trade desire shall take the place of the act of 1888, and it is entirely different from that introduced in Congress this week, and which was published in The Star yesterday. While the Commissioners decline to discuss the latter measure, explaining that it would be improper for them to discuss any bill before it is referred to them by Congress, yet it is understood they believe that it would be most unwise to make it a law. It is said the Commissioners will oppose it because it makes no provision whatever which will enable land to be subdivided and streets to be opened throughout the District at large when needed.

It is said to be the opinion of the Commissioners that this act would perpetuate the conditions in existence prior to the act of 1888, and would lead necessarily to the formation of additional misfit subdivisions, which at some time in the future would have to be corrected at great expense. It is also said to be the belief of the Commissioners that this measure provides simply for the opening of certain streets, and for the immediate condemnation of and payment for the land proposed to be taken. Then, again, it is understood the Commissioners feel that a large portion of the land which would have to be taken under this bill is not needed for highways at the present time, and will not be for many years, while, if it should be taken now, it would entail a great and unnecessary charge on the District, causing it to pay for land not now required and which could, in all probability, be obtained later through donation. It is said to be the further belief of the Commissioners that the amount stated in the bill, \$1,000,000, would not begin to cover the cost of the land which is therein proposed to be taken.

### MRS. BASFORD MISSING.

Resident of Northeast Mysteriously Disappears From Home.

The police have been requested to find Mrs. Ellen Bassford, an elderly woman, who disappeared from the home of her daughter, Mrs. Ella Bower, No. 640 K street northeast, Wednesday. The missing woman is sixty-eight years old. It is stated her mind is affected. She went out for a walk Wednesday afternoon, and when she did not return home in time for supper her daughter became alarmed and notified the police.

When she left her daughter's home Mrs. Bassford wore a blue calico wrapper, black cape and fascinator.

### Officer Confesses.

Policeman S. E. Ellis of the second precinct was before Trial Officer Pugh today on the charge of remaining in a drug store Thursday night for twenty minutes on other than police duty. He pleaded guilty and said he went into the store for the purpose of drying his clothes, the evening being very stormy.

### Negundo Trees Condemned.

The Commissioners have informed Mrs. E. J. Jennings, 1208 15th street, that it is highly undesirable and unwise to retain trees of the negundo variety, as they are more largely infected with insects than any other kind, and are not only unsightly and unserviceable, but also a menace to the lives of neighboring trees.

### Home for Working Girls.

The ladies interested in the Home of the Sisters of Mercy are considering ways and means of raising funds for the benefit of the institution under their care, known as the Home for Poor Working Girls, and it has been practically decided to hold a progressive euchre party. The matter will be finally considered at a public meeting to be held at the home, 105 North Capitol street, the 2d proximo.

F. S. Williams & Co.

## Suggestions For Xmas Shoppers.

Hints that will help you to select many a pleasing gift for Xmas. And you may make selections with the knowledge that everything in our holiday display has use—as well as attractiveness—to make it appreciated. LOW-EST PRICES GUARANTEED.

### Toilet Articles.

PUFF BOXES.  
JEWEL BOXES.  
HAND MIRRORS.  
TRIPLE MIRRORS.  
STANDING MIRRORS.  
MANICURE SETS.  
TRAYS AND BRUSHES.  
INFANTS' SETS.  
SHAVING MUGS AND BRUSHES.  
FANCY WINKS.  
TOILET DRESSING CASES.  
CELLULOID SOAP BOXES.  
VELVET BRUSHES.  
FLESH OMB AND BRUSH CASES.  
GENTLEMEN'S LEATHER TRAVELING SETS.

### Perfumes.

LUBIN'S EXTRACTS—all odors.  
ROGER & GALLIE'S PERFUMES—two and three bottles in each case.  
LE GRAND'S ORIZA PERFUMES—"VOILET DE CHIR" and other odors.  
CROWN PERFUMERY CO.'S "Crab Apple Blossom."  
WILLIAMS' Exquisite Violet Cologne.

### Atomizers.

Beautiful Perfume Atomizers. A dainty gift for ladies. Always useful. 50c., 75c., \$1, \$1.25, \$1.50, \$1.75, \$2.

WILLIAMS'

Temple Drug Store.

Cor. 9th & F Sts.

WASHINGTON, D. C., Tuesday, December 14, 1897.

## We Will Redeem Your Trading Stamps Up To January 1st.

With a desire to give all those an opportunity who have Trading Stamps we will redeem same any time between now and January 1st. We do this in order to prove to you our sincerity in our offer to you of long ago, to redeem every Trading Stamp issued by us should the courts decide against us. We have issued altogether 170 (one hundred and seventy) books, each book containing 5,000 (five thousand) stamps, aggregating 850,000 (eight hundred and fifty thousand) Stamps. You can readily see which are our stamps, by comparing them with appended list. Underline them, bring them to us and receive cash for same. The only restriction we make is that you bring your stamps in before five o'clock in the day, because it is difficult to decipher the numbers on the stamps after this hour.

We have already redeemed thousands of these stamps. On Friday \$1,408.00, on Saturday \$1,203.00, and on Monday \$422.00 worth. We give you these figures to prove to you that we never flinch in doing anything which we consider fair and just, and we have proven to you beyond contradiction that we live up to all our promises.

A cash discount of Five (5) per cent on all your purchases during this month.

Oct. 1, 1897, Stamp Pad B, 324, 325, 326 and 327.

Oct. 14, 1897, Stamp Pad B, 387, 388, 389 and 390.

Oct. 19, 1897, Stamp Pad B, 411, 412, 413 and 414.

Oct. 19, 1897, Stamp Pad B, 436, 437, 438 and 439.

Oct. 21, 1897, Stamp Pad B, 448, 449, 450 and 451.

Oct. 21, 1897, Stamp Pad B, 457, 458, 459 and 460.

Oct. 22, 1897, Stamp Pad B, 492, 493, 494 and 495.

Oct. 26, 1897, Stamp Pad F, 340, 341, 342 and 343.

Oct. 27, 1897, Stamp Pad F, 357, 358, 359 and 360.

Oct. 28, 1897, Stamp Pad F, 372, 373, 374 and 375.

Nov. 2, 1897, Stamp Pad F, 398, 399, 400 and 401.

Oct. 10, 1897, Stamp Pad F, 422, 423, 424 and 425.

Oct. 30, 1897, Stamp Pad F, 431, 432, 433 and 434.

Oct. 30, 1897, Stamp Pad F, 437, 438, 439 and 440.

Nov. 2, 1897, Stamp Pad F, 481, 482, 483, 484 and 485.

Nov. 2, 1897, Stamp Pad H, 483, 484, 485 and 486.

Nov. 3, 1897, Stamp Pad F, 496, 497, 498, 499 and H-117.

Nov. 4, 1897, Stamp Pad H, 134, 135, 136, 137 and 138.

Nov. 6, 1897, Stamp Pad H, 131, 132, 133, 134 and 135.

Nov. 6, 1897, Stamp Pad H, 151, 152, 153, 154 and 155.

Nov. 8, 1897, Stamp Pad H, 168, 169, 170, 171 and 172.

Nov. 10, 1897, Stamp Pad H, 177, 178, 179, 180 and 181.

Nov. 13, 1897, Stamp Pad H, 231, 232, 233, 234 and 235.

Nov. 16, 1897, Stamp Pad H, 217, 218, 219, 220 and 221.

Nov. 18, 1897, Stamp Pad H, 224, 225, 226, 227 and 228.

Nov. 20, 1897, Stamp Pad H, 14, 15, 16, 17 and 18.

Nov. 22, 1897, Stamp Pad H, 186, 187, 188, 189 and 190.